

ORLEANS COUNTY MONITOR.

VOL. 24--No. 34.

BARTON, VERMONT, MONDAY, AUGUST 26, 1895.

GEO. H. BLAKE, PUBLISHER.

ORLEANS COUNTY MONITOR.

PUBLISHED WEEKLY BY

GEO. H. BLAKE.
BARTON, VT.

TERMS--When Paid Strictly in Advance
A YEAR. If not paid in advance \$2.00 a
year. Subscribers living outside of Orleans
County, \$1.75 per year.
Remit by
Office Order, Registered Letter, or Draft.
Catch the label on your paper, and see that
it is right. If not correct send the
money to make it so, or notify us of error by
mail card.

Asking for a change of address, always
give where your paper is now sent.
Rates of Advertising made known on ap-
plication. All cuts must have metal body.

Work on our coast fortifications has
been woefully behindhand, and the
Congress will be called on to
make large appropriations for the
purpose for the year ensuing. "Mil-
lions for tribute, but not a cent for
fence," seems to have been the
slogan with our textile fabric
administration.

It is a pity that the first race of the
annual trial series should have ended
such an unaccountable "fluke." How-
ever, nobody will begrudge the
giant her \$2000 trophy. She has
earned it by the persistence with
which her public-spirited owner has
kept her going against hopeless odds
of a kind of training mate for the
defender.

Six American locomotives have just
been sent to Valparaiso for the Chilean
State Railway to do heavy work to
which English machines have been
found to be unequal. The steady de-
mand of a great "home market" has
developed engine building in this
country until we lead the world, and
the same process of evolution is going
on in other great branches of Ameri-
can manufacturing.

The official records show that the
total amount collected under the in-
come tax law was \$77,000, while the
cost of collecting it was \$80,000. It is
true that the expense was largely
caused by arrangements made to
collect the whole tax, but the fact re-
mains that it cost \$80,000 to collect
\$77,000, and the Government did not
net the \$77,000 after all.—Exchange.

Gov. Morrill of Kansas declares
that Republican opposition to free
coinage in his state is "bold and de-
termined," and it is not the artificial
fruit of reckless manipulation of the
Federal patronage either. It is the
spontaneous sentiment of an intel-
ligent people, and that it is an honest
money movement, which counts for
something.

A lighthouse has recently been er-
ected by the United States Govern-
ment at Paris Island, Port Royal
Sound, which comprises several new
mechanical features. The lighthouse
is triangular in shape and is built
entirely of steel; the sides are each 40
feet in length and the structure rises
to a height of 132 feet. The light is
kept in a house at the base of the
tower during the day, and is hoisted
to the top of the light house every
night.

To Valkyrie III. New York extends
a cordial welcome. It is none the less
sincere because we hope to refuse
largely to her in the shape of a notable
cup. Without discourtesy to our guest
of honor, it is our disposition to lock
it up with the other plate for future
use. If our old time yachting luck
holds good this will be done. Lord
Dunraven's pluck is so admirable that
it has won the fullest appreciation
from every lover of international
tests of seamen's skill and the ship-
builder's art. It is said that should
the Valkyrie III. share the unfortu-
nate fate of the Livonia, the Countess
of Dufferin, the Atlanta from Canada,
the Genesta, Galatea, and Valkyrie
II., the Earl has expressed his in-
tention of carrying out the "try, try
again" principle that wins rewards
when faint hearts fail. If this is his
purpose, win or lose, there is every
indication that the international
yachting contests will be carried on in
the future even with more spirit than
in the past. Therefore we salute Val-
kyrie and her gallant owner, who, it
is said, also will be her skipper. May
the races be free and fast, the best
boat winning, and the sting of defeat
soothed by the knowledge of intrepid
contests.—N. Y. Press.

No doubt the Herreshoffs appreciate
as keenly as any yachtsmen the fact
that lightness aloft should not be sac-
rificed to strength and durability in
the construction of racing yachts.
Fortunately, the accident which over-
took the Defender in the first trial

race for the honor of meeting the
challenger for the America's Cup, and
incidentally for the handsome cup
offered by John Jacob Astor, com-
paratively insignificant and one
easily to be repaired. But it would
have been of serious moment if the
Defender had been sailing against the
third Valkyrie. It would have meant
the loss of one race in the interna-
tional series. That her masthead was
sprung in a stiff breeze is a sign of
weakness luckily detected in a test
race. Sometimes heavy winds blow
off Sandy Hook in autumn. Whatever
tender points the new yacht may
have would better be discovered now
than when it is too late to remedy
them.

The Defender has not been without
misadventure from the time of her
delayed launching until now. With a
new mast, which it is said will be pro-
vided for her, and with other imper-
fections removed, there can be no
cause to question that she will prove
herself a worthy successor to a series
of gallant races.—Exchange.

Gov. Woodbury has sued the *Rut-
land Herald* for slander for publishing
a scurrilous article in which the Gov-
ernor was accused of being a rum-
seller and of keeping "two rumholes."
The Gov. wrote the *Herald* stating
that he had sold no liquor in his hotel,
the Van Ness House, or anywhere
else, and asked a retraction. The
Herald refused to retract and was at
once sued for libel. The *Herald* is
savage against the prohibitory law,
and seems to hate everybody who sup-
ports or keeps it. Some say that a
job has been put up by sending par-
ties to the hotel, who, having taken
rooms have prevailed on the bell boys
and other employees to go out and
bring in bottles of liquor. As the mat-
ter stands, Gov. Woodbury has delib-
erately falsified or the *Herald* has
perpetrated a malicious libel. Those
who know the parties, and the pre-
judices which control the paper, will
be loath to disbelieve the governor.

The time has been when American
builders did a prosperous business in
producing warships for foreigners,
and perhaps the new Japanese navy
may be of American construction.
Who knows? At any rate, the Cramps
of Philadelphia, and the Scotts of San
Francisco are said to be seriously
considering the question of seeking
to secure the Mikado's orders, with a
good prospect of success, if a high
Japanese official is to be credited.
He says:

"You are building the swiftest and
most formidable cruisers known. You
have invented armor plate for your
battleships which Russia has chosen
for hers in a competition of all the
makes of armor plate in Europe. Our
Government, seeing these achieve-
ments, indicating the fact that Ameri-
ca has twice revolutionized the navies
of the world by her infinite capacity
for invention, first in creating the
ironclad and then the turret, is strong-
ly disposed to draw on American
shipyards for a part of its new navy."
The Japanese would soon find that
the Americans are building not only
the best men-of-war, but the best
merchant vessels. Great Britain,
which has hitherto pretty completely
monopolized this kind of business for
the Orient, may well view the situa-
tion with genuine alarm.

That there is a fraudulent interfer-
ence in the American coasting trade
by Canadian shipowners and seamen
was made abundantly evident by the
article on the subject in the *Sunday
Journal*. Indeed, the fact is openly
admitted by the Provincial newspa-
pers, including the *St. John Globe*,
whose editorial utterances were di-
rectly quoted.

Some of the Boston shipping agents
whom the *Journal* interviewed denied
that the practice existed, protesting
that they knew of no Canadian-own-
ed vessels which were sailing under
the American flag in violation of our
Federal statutes. It is only fair to
these gentlemen to assume that they
were honestly ignorant of the facts of
the case in question. It is not neces-
sary to attribute their unwillingness
to talk upon the subject to a fear that
if they committed themselves it
injured their Canadian business, for
not all of them have important Cana-
dian connections.

Several ship merchants, including
Mr. Conant, of the well-known firm
of J. H. Conant & Co., declared that
they had no doubt whatever that ves-
sels owned by Canadians were un-
lawfully engaged in our domestic
commerce, but they thought that it
would be difficult to prove it. So it
would, but if half of the energy and
ingenuity which the Treasury officials
have shown in harrying the Glouces-

ter fishermen, were brought to bear
upon these alien lawbreakers, we
fancy that some of them could be
brought to justice.

The arrest of a few foreign ship-
masters and the confiscation of a few
of the foreign-owned vessels which
are masquerading under the Stars
and Stripes would be a salutary warn-
ing to our meddling Canadian neigh-
bors, and we a not without hope that
something may be accomplished in
this direction. Our shipping interests
deserve all the protection which the
authority of the National Govern-
ment can give them, and the Ameri-
can people are determined that they
shall have it.—Journal.

CAMPOS AND HIS HUNDRED THOUSAND.

It is perhaps true, as Gen. Campos
is reported as saying, that Spain can
put a hundred thousand additional
troops in Cuba, but it is certainly not
likely to do anything of the kind.

It costs a great deal of money to
move a hundred thousand or even ten
thousand troops from Spain to Cuba
and to keep them in the field as Gen.
Campos is keeping the Spanish troops
already sent.

Spain has no money. It has noth-
ing but bad debts, worse office-hold-
ers, and taxpayers, discontented
and poverty-stricken because they
are oppressed. This is notoriously
true, and the fact that it is true
is another reason why Spain will
not send a hundred thousand men to
Cuba. Their absence from home
might mean the overthrow of the
Spanish Government itself.

But even if they were already in
Cuba, what would be the gain for
Campos? A hundred thousand con-
scripts subjected to yellow fever and
incompetent leadership could never
win against 30,000 patriotic, acclimated
and determined Cubans supplied
with arms and commanded by com-
petent officers.

NO ENTANGLING ALLIANCE.

Our Government may well go slowly
toward accepting Great Britain's
overtures for a plan of co-operation
between the naval forces of the two
nations in China for the joint pro-
tection of American citizens and British
subjects. American influence cannot
be used as a cat's paw to pull John
Bull's chestnuts out of the fire for him
and somehow in every such propo-
sition to the United States our people
instinctively suspect a sinister motive.
It is altogether likely in this instance
that England's ardent desire for the
help of the white-hulled American
warships is not entirely dissociated
from a cunning desire to use Ameri-
can prestige to promote her own self-
ish pretensions to new commercial
and political advantages in the Orient.

There is undeniably a strong popu-
lar impression in England that that
country has not gained as much sub-
stantial profit as it ought to have done
out of the late disastrous war between
Japan and China. There can be no
question that a vague dissatisfaction
with the achievements of British di-
plomacy in this episode was one of
the numerous factors in the defeat of
the Roseberry Government. A tacit
alliance with the United States would
mightily tend to strengthen England's
position in the far East, where both
China and Japan give to no other na-
tion such respect and confidence as
they yield to the great republic.

A NIHILIST ATROCITY.

The blowing up of the artillery bar-
racks at Toula, Russia, by which 300
officers and soldiers were killed, is
said to be the work of nihilists. If so
it was an infamous act of useless bar-
barity, as injurious to the cause it
was intended to serve, and capable of less
plausible defense, than the assassina-
tion of Alexander II. The czar had
authorized measures of repression
which caused the death or imprison-
ment of many innocent persons and
sincere patriots, who sought only the
constitutional liberty of their coun-
try. But the victims of the Toula ex-
plosion were at the worst but the pas-
sive tools in the hand of power, and
their removal would have no more
effect on the domestic policy of the
Russian government than the murder
of the same number of its workmen
would have on the monopolistic
operations of the Standard Oil com-
pany. The slaughter of poor soldiers
drawn from the ranks of the peasantry
and ignorant of everything save their
duty to fight "For God and the
Czar" is a blunder that is worse than
a crime. The sympathies of the Ameri-
can people freely, extended to all
legitimate efforts for greater freedom
and political development, are re-
pelled by attempts at wholesale murder,
in whatever cause they are un-
dertaken.

"OLD GLORY" AFLOAT.

Great Britain, whose naval experts
have scarcely yet recovered' from
their astonishment over the perfor-
mance of the Columbia, are now called
upon to contemplate another Ameri-
can maritime triumph right off the
white cliffs of their "tight little isle."
The fact that the St. Louis's record-
breaking run was made in the face of
Europe, as if it were a challenge from
the New World to the Old, gives it a
certain dramatic quality which not-
ably enhances its significance.

President Grismore, of the American
Line, may well say that the achieve-
ment of the new ship surpasses his ar-
dent expectations, for never has a
merchant vessel shown such well sus-
tained speed under similar conditions.
The Paris and New York, the St.
Louis's naturalized sisters, record
makers though they both are, have
not done much better than from 20.15
to 20.48 knots for continuous steaming.
The White Star flyers Majestic and
Teutonic are credited with 20.10 for
the one and 20.34 for the other. On
their trial trips the huge Cunarders
Campania and Lucania ran 23.5 knots
or a little less, but that was simply
spurt over a measured mile in smooth
water, and of course affords no data
whatever for comparison. The best
average speed of the Lucania for a
long distance is 22.01 knots; for the
Campania, 21.5. These vessels are
much larger than the American flyer,
and lead her in nominal horse power
by 50 per cent. And yet it looks as if
American builders had produced a
vessel which is almost as fast as they,
with lighter machinery and less dis-
placement.

The St. Louis's estimated trial speed
of from 22.3 to 22.5 knots falls only a
little short of the meteoric records of
22.81 for the Columbia and 23.07 for
the Minneapolis, achieved in four-
hour runs over the naval race course
off Cape Ann. In all probability in a
sharp chase either of these superb
warships could overtake the St. Louis,
but the three together could outstrip
any seagoing vessel afloat, except it
be the Campana or Lucania. The
fact is all the more striking because
the St. Louis was not constructed for
extreme speed. Safety and comfort
were the qualities chiefly sought for.
Off all transatlantic passenger liners
the St. Louis undeniably comes near-
est to being absolutely unsinkable,
and descriptions agree in attributing
to her extraordinary steadiness and
freedom from vibration.

THE SUPREME COURT VACANCY.

It is generally assumed that a New
York State man will be appointed to
fill the vacancy on the Supreme court
bench caused by the death of Justice
Jackson. The Cleveland-Hill quarrel
two years ago, precipitated by Justice
Blatchford's death, resulted in the ap-
pointment and confirmation, it will be
remembered, of Senator White of
Louisiana.

While there is little prospect of a
renewal of that feud in the attempt to
fill the present vacancy, an exasperat-
ing delay may be caused by the fact
that it is not customary to appoint Su-
preme court justices when congress is
not in session. Very important cases
come before the Supreme court at the
October term, and congress does not
meet until December. If the court
proceeds with only eight members to
pass on the constitutionality of the
sugar bounty act, for instance, it is
morally certain to be called upon, as
in the income litigation, to do its work
over. On the other hand, a prompt
appointment might serve as an invita-
tion to another struggle like that
which followed the Hornblower and
Peckham nominations two years ago.

The lawyer most commonly men-
tioned for the place is Frederic R.
Coudert of New York. He is a re-
publican, and it is understood that
the president has offered him a posi-
tion on the bench before. He is at
present in Paris and refuses to be in-
terviewed on the subject.

It is an onerous task that confronts
Board of Health in its efforts to bring
about sanitary purification in some of
the tenement-houses of New York.
Compared to it Hercules found child's
play in the stable of King Augeas.
With difficult obstacles in the way to
surmount, much good has been ac-
complished. In two weeks nearly one
hundred tenement-houses have been
ordered vacated unless the buildings
were put in proper sanitary condition
at once. Avaricious landlords, pro-
crastinate, defer, put off to the last
moment, if they dare, improvements
to their property, until they are
threatened with loss of rent-money.
Confronted by eviction of their ten-
ants, they reluctantly consent to
make the changes demanded by the
Board of Health.

August is a Busy Month AT THE GILMAN STORE, NEWPORT.

Its our way of doing things. For
several years we've offered special
bargains through the month of
August and it has made business
lively. This season it seems as
though we have more to offer than
ever before, and the bargains are
being picked up too. The good
housekeepers see an opportunity to
save dollars—if they buy here now
—and that's what many of them
are doing.

They can't help buying the best 10c
Ginghams at 6½c a yd. Ginghams
for aprons, waists, skirts and dresses—
don't be afraid of getting too
much of this lot of Ginghams.
We won't have any more at this
price. You can pay more for same
quality at most stores now.

LADIES' WRAPPERS—

Great assortment to pick from and
the prices are all marked down:
\$1.75 ones for \$1.25.
1.25 ones for .98.

It's about the same story on Shirt
Waists—we are closing them fast
most of them at 98c, although we
have some better to sell cheap.

CHILDREN'S DRESSES—

Good stock of them now and all
at bargain prices for August.

MILLINERY—

Never sold so much in August be-
fore. Probably the half-prices
have done it.

BLACK DRESS GOODS—

3 Specials, at 49c, 59c, 39c. No
need to waste words on these,
they'll sell themselves at the prices.
Better see them before you buy.

NAVY BLUE STORM SERGE—

Heavy and all wool, measures 52
inches in width, and the August
price is only 50c the yd.

COLORS DRESS GOODS—

Few pieces 75c ones at 39c.

REMNANTS—

All at low prices.

BARGAIN TOWELS—

For the bath—15c a pair.

DAMASKS—

The 50c ones in short pieces—
enough for a table cloth— at 35c
a yard.

SEAMLESS SHEETS—

Ready to use—89c a pr.

COTTONS IN SHORT PIECES—

4 yds. to 12 yds., at August prices.

CARPETS—

This month we will make you
special inducements to buy here.

WINDOW SHADES—

All complete and ready to hang,
15c each.

PORTIERES AND LACE CURTAINS—

No other store hereabouts can use
you as well. If you want, you
want to buy these.

If you want a little money to do a
lot of work in the buying of Dry
Goods, just visit us this week and
bring your money with you.

STANDARD FASHION PATTERNS—

They are the best patterns cut—

Prices reduced:
50c patterns now 25c.
40c " " 25c.
35c " " 25c.
30c " " 20c.
25c " " 20c.
20c " " 15c.

The reason for this cut in the prices,
is the enormous output of over
twenty thousand patterns a day by
the company, so they decided to
reduce the prices, giving the ladies
who use them the benefit of large
business which reduces the cost.
Try the Standard Patterns and
you'll buy no others. We have
them in stock.

GILMAN & CO.

BUSINESS DIRECTORY.

BARTON NATIONAL BANK, BUSINESS
Hours from 9 a. m., to 12, m. From 2 to
4, p. m. Amory Davidson, Pres't; H. K. Dewey,
Cashier.

CHARLES GRAVES,
SPECIAL AGENT FOR CONNECTICUT
General Life Insurance Co., Barton, Vt.

JOSIAH A. PEARSON,
DENTIST, BARTON, VT. OFFICE IN
Owen's Block.

J. N. WEBSTER,
INSURANCE AGENT; MILEAGE BOOKS
to Rent, Railroad Tickets for sale at cut
rates. Office over the Bank, Barton, Vt.

DR. J. C. CAMPBELL,
PHYSICIAN AND SURGEON, ALBANY
Vt. Special attention given to treating
diseases of the Eyes or Ear; Fitting Glasses,
etc.

GEO. H. NEWTON,
PHYSICIAN AND SURGEON, OFFICE
Hours 8 to 9 a. m.; 1 to 2 and 6.30 to 7
p. m. Office at House. Trassburgh, Vt.

N. M. SCOTT'S
ON MAIN STREET IS THE PLACE TO
get cut rate Railroad Tickets. Mileage
Books to rent on all New England roads.
Member of American Ticket Brokers' Asso-
ciation. Office on Main St., nearly opposite
P. O. Barton, Vt.

W. B. BOWMAN,
HAIR DRESSER AND BARBER, LA-
dies' Hair Dressing a specialty. Razor
Honed to order. Owen's Block, Barton, Vt.

GEO. J. KELLEY,
AGENT FOR THE UNION MUTUAL FIRE
Insurance Co., of Montpelier, Vt. Surveys
within one mile of Albany Village, \$1.00.
Anywhere in town, \$2.00.
General Blacksmithing and Wheelwright
Work, and all kinds of new wood and iron
work well and cheaply done. Horse Shoeing
a specialty. Albany, Vt.

A. P. BEAN,
GLOVER, VT. SELLS THE U. S. CREAM
Separator; has fewer parts to clean than
other separators and does thorough separat-
ing. Also agent for the Mutual Life Insur-
ance Co. of New York, and Union Mutual Fire
Insurance Co. of Montpelier. Correspondence
solicited and promptly attended to.

KEEP YOUR MONEY AT INTEREST.
VERMONT SAVINGS INVESTMENT CO.,
MONTPELIER, VT.

4 PER CENT PAID FOR LESS THAN 6 MONTHS.
5 PER CENT PAID FOR 6 MONTHS AND OVER.
6 PER CENT PAID FOR 5 YEARS.
This company is subject to examination and
supervision of the Inspector of Finance of Vt.
E. E. BLAKELY, Vice Pres.

August Sale

—AT—
Mrs. E. L. Barstow's
GREAT BARGAINS

During the month of August to make room
for Fall Stock. Come and secure them!

Caps! Bonnets!

A new line of them in Plush, Silk and Cloth.
A fine assortment in all colors for children
and misses.

DRESS TRIMMINGS!

In Velvet, Satin, Silks, Laces, Jet Gimps and
Insertions. Clifton Collarettes in colors—
Silk and Kid Gloves in colors.

CHILDRENS' COATS

From 2 to 5 years old, in gray, blue and red.

Estate of Helen Kimball of Barton.

STATE OF VERMONT, ORLEANS DISTRICT,
ss. In Probate Court, held at Barton,
in said District, on the 9th day of August,
A. D. 1895.

J. N. Webster, Executor of the estate of
Helen Kimball, late of Barton, in said
District, deceased, presents his admin-
istration account for examination and
allowance, and makes application for a decree
of distribution and partition of the estate
of said deceased.

Whereupon, it is ordered by said Court,
that said account and said application be re-
ferred to a session thereof, to be held at F. W.
Baldwin's office in Barton, in said district,
on the 13th day of Sept., A. D. 1895, at 8 o'clock
in the forenoon for hearing and decision
thereon.

And, it is further ordered that notice hereof
be given to all persons interested, by pub-
lication of the same three weeks successively
in the Orleans County Monitor, a newspaper
published at Barton previous to said time
appointed for hearing, that they may appear
at said time and place, and show cause, if any
they may have, why said account should not
be allowed, and such decree made.

By the Court—Attest,
F. F. ALFRED, Judge.

Fodder and Ensilage

Cutters
AND CARRIERS,
National Sulkey Plows,

Side Hill and Land Plows, Steel and Wood
Scrapers, Patent Cow Stanchions, for sale by

H. O. Whitcher & Son.

CALL AND GET PRICES.
STEEL ROOFING
and SIDING.

(Sagendorph's Patent.)
Lightning, Fire and Storm Proof.
Send for The Penn Iron Roofing and Corru-
gating Co. (Ld.), Phila., Pa.
Sole Mfrs.